

## CHAPTER 22.44 PARKING STANDARDS AND DESIGN

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### **22.44.010 Purpose.**

The purposes of this chapter are to implement the policy provisions of the City of Monroe Comprehensive to provide adequate parking for all uses allowed in this code; to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare and bicycles; and to increase pedestrian mobility and safety in urban areas by: setting minimum off-street parking standards for different land uses that assure safe, convenient, and adequately sized parking facilities; providing for parking and storage of bicycles; providing safe direct pedestrian access from public rights-of-way to structures and between developments; minimizing the visual impact of parking areas on the streetscape and pedestrian environment.

### **22.44.020 Authority and Application.**

- A. Before final site plan approval or certificate of occupancy is granted for any new or enlarged building, whichever comes first, or a certificate of occupancy is granted for a change or expansion of use in any existing building, the applicant shall be required to meet the provisions of this chapter, City of Monroe Design and Construction Manual, and the applicable provisions of MMC 22.42, Design Standards, related to parking lot design and landscaping.
- B. If this chapter does not specify a parking requirement for a land use, the zoning administrator shall establish the minimum requirement based on either parking requirements for a similar use or require the applicant to submit a parking assessment, of anticipated parking demand.
- C. If any portion of the required amount of off-street parking has been proposed to be provided off-site, the applicant shall provide written contracts with affected landowners showing that required off-street parking shall be provided in a manner consistent with the provisions of this chapter. The contracts shall be reviewed by the zoning administrator for compliance with this chapter, and if approved, the contracts shall be recorded with Snohomish County as a deed restriction on the title to all applicable properties. These deed restrictions may not be revoked or modified without authorization of the zoning administrator.
- D. A parking facility which is required for one establishment or use shall not be considered as part of the parking facility required for any other use, except for shared as provided in MMC 22.44.060(A).
- E. If a parking or traffic study is required by this chapter, the applicant shall provide sufficient information to demonstrate that the parking demand for a specific land use will be satisfied. Parking

assessment shall be prepared by a professional engineer with expertise in traffic and parking analysis.

F. All proposed parking facilities shall meet the requirements established in the City of Monroe Design and Construction Manual and MMC Chapter 22.42, Design Standards.

G. During normal business hours parking spaces shall not be used for permanent or semipermanent parking or storage of trucks or materials.

H. Delineated on-street parking or parking areas shall be maximized to the extent feasible with respect to driveway spacing.

#### **22.44.030 Criteria for Pre-Existing Uses/Buildings.**

Nothing contained in this chapter shall be construed to require a change in any aspect of a structure or facility covered thereunder including, without limitation, parking lot layout, loading space requirements and curb cuts for any structure or facility which existed on the date of adoption of the ordinance codified in this title. If a change of use takes place or an addition is proposed the following regulations shall apply:

A. When a pre-existing use is enlarged to require additional parking spaces, the requirements of this chapter shall apply only to the enlargement;

B. When additional uses are placed on the same lot with the pre-existing use or an enlarged lot of which the pre-existing use lot is a part, the requirements of this chapter shall apply only to the additional use;

C. When a pre-existing use is terminated, the area vacated shall not be occupied by a use requiring an increase in the parking area by an increment of more than fifty percent more parking spaces than the terminated use, unless the required additional parking spaces are provided.

D. When a pre-existing building, which does not have sufficient parking, is remodeled or rehabilitated but not enlarged, the existing use of the building may continue without providing additional parking.

#### **22.44.040 Exemption for Downtown Commercial Zoning District.**

All uses in the Downtown Commercial Zoning District shall be exempt from the requirement of this Section except residential, the residential portion of the mixed use structure, and lodging related uses (i.e. hotel, motel, bed and breakfast). Nothing in the subsection shall supersede the requirements set forth in the nonconforming Section of this Chapter. The parking requirements in this chapter shall not apply to business in the Downtown Commercial zone except for hotel/lodging uses. Excluding legal nonconforming uses, all existing or proposed residential uses in the Downtown Commercial zone shall meet the requirements of this chapter.

#### **22.44.050 Computation of Off-Street Parking Spaces.**

A. Off-street parking areas shall contain at a minimum the number of parking spaces as set out in Table 22.44.050: Off-Street Parking Requirements. Off-street parking ratios expressed as a number of spaces per square feet means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not limited to building maintenance areas, storage areas, closets or restrooms. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

B. An applicant may request a modification of the minimum required number of parking spaces by substantiating, through a parking demand assessment, that parking demand can be met with a reduced parking requirement. In such cases, the zoning administrator may approve a reduction of up to 50 percent of the minimum required number of spaces. Such additional reductions shall not apply to residential uses including subdivisions.

When the City has received a shell building permit application, off-street parking requirements shall be based on the possible tenant mix or uses authorized by the zone designation and compatible with the limitations of the shell permit. A minimum of 20% shall be assumed restaurant.

C. In light industrial developments, a minimum of 20 percent of gross floor area shall be assumed as office when calculating parking requirements. When the range of possible uses results in different parking requirements, the zoning administrator will establish the amount of parking based on a likely range of uses.

D. In any development required to provide 12 or more parking spaces, bicycle parking shall be provided, as specified in MMC 22.44.070.

E. The maximum number of parking spaces provided for a specified use or building shall be 1 ½ times the minimum number of spaces set out in Table 22.44.050: Off-Street Parking Requirements. The zoning administrator may allow an increase in parking spaces if parking demand assessment demonstrates an additional need for parking beyond the maximum.

F. Minimum parking requirements are established in Table 22.44.050: Off-Street Parking Requirements. If a use or similar use is not identified in Table 22.44.050, the developer shall submit a parking demand assessment:

**Table 22.44.050: Off-Street Parking Requirements**

<b>Conforming Land Use</b>	<b>Minimum Required Parking Spaces</b>
<b>Residential</b>	
Single-family - Detached	2 per unit
Single-family - Attached	2 per unit
Single-family accessory dwelling unit (ADU)	1 per unit
Multifamily	1.5 per unit
Convalescent homes, nursing and rest homes	1 for every 4 beds with a minimum of 10 stalls
Subdivision - Single family detached	1 on-or off-site per lot <sup>(1,2)</sup>
Subdivision – Single family attached	1 per 7 lots <sup>(1,2)</sup>
<b>Group Residences</b>	
Community residential facility – CRF	1 per 2 bedrooms
Dormitory	1 per 2 bedrooms
<b>Temporary Lodging</b>	
Hotel/motel including organizational lodging	1 per bedroom
Bed and breakfast	Single family requirement plus 1 per guest bedroom
<b>General Services</b>	
Auto, RV and boat sales	1 per 1,000 square feet of floor space of showroom and service facilities
General services uses, includes dry cleaning, beauty salon/barber shop, laundromats, tax return services, miscellaneous repair, massage therapy, pharmacy drive-thru, dance/recreational studio, social services and other uses not listed below.	1 per 300 square feet
Funeral home/crematory	1 per 300 square feet and 1 per 50 square feet of chapel area
Commercial Day Care	1 per facility plus 1 per 20 children
Religious institutions, civic clubs, social clubs, fraternal orders	1 per 4 fixed seats plus 1 per 50 square feet of gross floor area without fixed seats (less the area with fixed seats)
Outpatient and veterinary clinics	1 per 300 square feet of labs and examination rooms
Nursing and personal care facilities	1 per 4 beds

<b>Conforming Land Use</b>	<b>Minimum Required Parking Spaces</b>
Hospital	1 per employee and 1 per bed
Elementary schools	1 per classroom plus 1 per 50 students
Middle/junior high schools	1 per classroom plus 1 per 50 students
High schools	1 per classroom plus 1 per 10 students
Colleges	1 per classroom plus 1 per 5 students
Specialized instruction school	1 per classroom plus 1 per 2 students
School district support offices	1 per 300 square feet plus 1 per 1000 square feet of storage/repair area
<b>Government Offices</b>	
Library	1 per 300 square feet plus 1 per 900 square feet of storage area
Public agency yard	1 per 300 square feet plus 1 per 900 square feet of storage/repair area
Public agency archives	1 per 900 square feet of storage area plus 1 per 50 square feet of waiting/review areas
Court	3 per courtroom plus 1 per 50 square feet of seating area
Police facility	As determined by a parking demand assessment
Fire facility	As determined by a parking demand assessment
Government uses not specifically listed.	1 per 300 square feet or as determined by a parking demand study
<b>Retail/Office</b>	
Food stores less than 15,000 square feet	3 plus 1 per 350 square feet
Gasoline service stations w/o grocery	3 per facility plus 1 per service bay
Gasoline service stations w/ grocery, no service bays	1 per facility plus 1 per 300 square feet of store
Restaurants – take out/fast food	1 per 100 square feet of dining/lounge area
Restaurants – sit down	1 per 100 square feet of dining/lounge area plus 1 per 5 fixed seats of banquet rooms
Wholesale trade uses	1 per 900 square feet
Office uses	1 per 300 square feet
Retail and wholesale trade mixed-use	1 per 300 square feet
Retail uses not specifically listed.	1 per 300 square feet
<b>Industrial</b>	
Construction and trade	1 per 300 square feet of office plus 1 per 1,000 square feet of storage area
Self-service storage	1 per 3,500 square feet of storage plus 2 for any resident Director's unit
Outdoor advertising service	1 per 300 square feet of office plus 1 per 900 square feet of storage area
Miscellaneous equipment rental	1 per 300 square feet of office plus 1 per 900 square feet of indoor repair area
Automotive rental and leasing	1 per 300 square feet of office plus 1 per 900 square feet of indoor repair area

Conforming Land Use	Minimum Required Parking Spaces
Heavy equipment repair	1 per 300 square feet of office plus 1 per 900 square feet of indoor repair area
Manufacturing/research/bottling/cannery/printing uses	1 per 1,000 square feet plus 1 per 250 square feet of office space
Warehouses and storage buildings	1 per 2,000 square feet. Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements
Industrial uses not specifically listed.	As determined by a parking demand assessment
<b>Recreational/Cultural</b>	
Theater	1 per 3 fixed seats
Auditorium/Theatrical production	1 per 3 fixed seats
Bowling alley	3 per lane
Golf course	3 per hole plus 1 per 300 square feet of clubhouse facility
Golf driving range	1 per tee
Sports club	1 per 300 square feet
Tennis club	4 per tennis court plus 1 per 300 square feet of clubhouse facility
Conference center	1 per 3 fixed seats plus 1 per 50 square feet of assembly area w/o fixed seats
Park/playfield	As determined by parking demand assessment

**Table Notes:**

1. Garages shall not count toward this parking requirement.
2. This requirement is in addition to those established for individual dwelling units in Table 22.44.050: Off-Street Parking Requirements.

**22.44.060 Mixed Occupancies and Cooperative Parking Facilities.**

In the case of mixed occupancies in the building or on a lot, the total requirements for off-street parking shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities of a particular use shall not be considered as providing required parking facilities for any other use except as hereinafter specified for joint use.

A. The building official may, upon application by the owner or lessee of any property, authorize the joint use of parking facilities by the following uses of activities under the conditions specified herein:

1. Up to fifty percent of the parking facilities required by this chapter for a use considered to be primarily a daytime use may be provided by the parking facilities of a use considered to be primarily a nighttime use or vice versa.
2. Up to one hundred percent of the Sunday and/or nighttime parking facilities required by this chapter for a church or auditorium incidental to a public or parochial school may be supplied by the parking facilities required for the school use.
3. For purposes of this section, the following uses are typical daytime uses: business offices, barber shops and beauty shops, manufacturing or wholesale buildings. The following uses are typical nighttime and/or Sunday uses: auditorium incidental to a public or parochial school, churches, dancehalls, theaters, and taverns.

B. A parking demand assessment is prepared by a professional traffic engineer and submitted by the applicant documenting that the hours of actual parking demand for the proposed uses will not conflict and that uses will be served by adequate parking if shared parking reductions are authorized.

**22.44.070 Bicycle Parking Requirements.**

Bicycle parking requirements shall apply to all commercial, office, mixed use and multi-family residential developments.

- A. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.
- B. Off-street parking areas shall contain at least 1 bicycle parking space for every 12 spaces required for motor vehicles
- C. Bicycle facilities for patrons shall be located on site and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
- D. All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow.
- E. The zoning administrator may reduce the number of bike rack parking spaces if indoor storage facilities are available.
- F. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use.
- G. For facilities with multiple buildings, building entrances or parking lots, bicycle parking shall be located in the vicinity of the primary building entrance.
- H. Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.
- I. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well-lit as motor vehicle parking.

**22.44.080 ADA Parking Requirements.**

A. Unless otherwise amended, off-street parking and access for physically disabled persons shall be provided in accordance with Section 7503 of the regulations adopted pursuant to RCW 19.27 of the State Building Code, and Revised Code of Washington (RCW) 70.92 Public Buildings--Provisions for Aged and Handicapped, which generally requires parking as set out in Table 22.44.080: ADA Parking Requirements. The Building Official shall determine all ADA parking requirements, as subject to International Building Code (IBC) Chapter 11, Accessibility.

**Table 22.44.080: ADA Parking Requirements**

<b>Parking Lot Size</b>	<b>Number of ADA stalls</b>
1 to 25 stalls	1 stall
26 to 50 stalls	2 stalls
51 to 75 stalls	3 stalls
76 to 100 stalls	4 stalls
101 to 150 stalls	5 stalls, etc.

- B. One out of every eight ADA stalls must be sized to accommodate a disabled van-sized vehicle or provide at least one disabled van stall;
- C. The ADA stall must be 96 inches wide with a 60 inch aisle for a disabled person's vehicle, and 96 inches wide with a 96 inch aisle for a disabled persons van. Two ADA stalls may share the aisle space.

**22.44.090 Subdivision Parking Requirements.**

- A. Single family attached and detached subdivisions shall be required to provide parking in accordance with Table 22.44.050: Off-Street Parking Requirements, and as follows:
  - 1. On street parking may count toward this requirement if the parking area in the right-of-way was created as a result of the development.
  - 2. Off-street parking may count toward this requirement if the parking area is located within tract associated with the subdivision.
- B. The applicant shall provide an on and off-site parking plan at time of application.

C. Guest parking areas shall meet the dimensional standards as listed per Table 22.44.130: Minimum Parking Space and Aisle Dimensions.

**22.44.100 School Drop Off Areas.**

At the time of development of a new and/or expanded K-12 school, provisions shall be made for the drop off of students. The drop off area shall provide for a safe route from the drop off area to the facility and provide sufficient queuing area to ensure negative traffic impacts on adjacent roads do not occur. Compliance with these requirements shall be substantiated in a traffic impact analysis prepared by the professional engineer with expertise in traffic and parking analysis.

**22.44.110 Drive-Thru Facilities.**

- A. A stacking space shall be an area measuring 9 feet by 20 feet with direct forward access to a service window of a drive-thru facility. A stacking space shall be located to prevent any vehicles from extending onto the public right-of-way, or interfering with any pedestrian circulation, traffic maneuvering, or other parking space areas. Stacking spaces for drive-thru or drive-in uses may not be counted as required parking spaces.
- B. The City may require a traffic impact assessment to ensure the proposal meets the requirements of this subsection.
- C. Drive-thru facilities that have negative traffic impacts on adjacent roads and/or businesses may require additional traffic controls at the drive-thru businesses' expense.

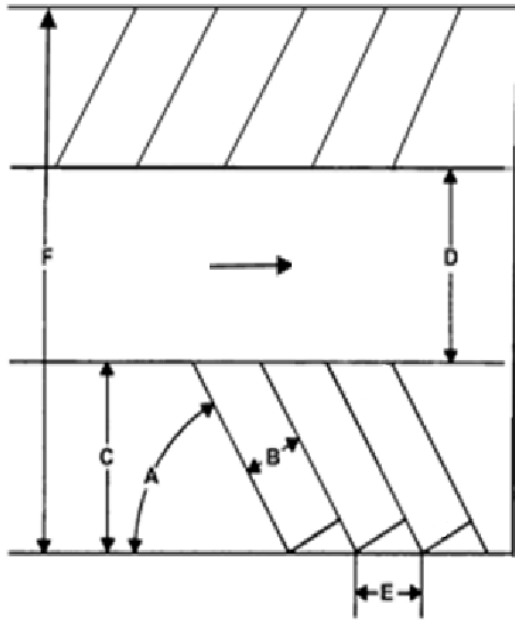
**22.44.120 Carpool and Vanpool Parking.**

The Commute Trip Reduction (CTR) Law states that employers with 100 or more employees working a single shift shall implement programs which reduce the number of commute trips by encouraging people to ride public transit, carpool, vanpool, bike, or walk. At such time when an employer or commercial development in Monroe has this number of employees, the following carpool and vanpool parking regulations shall apply:

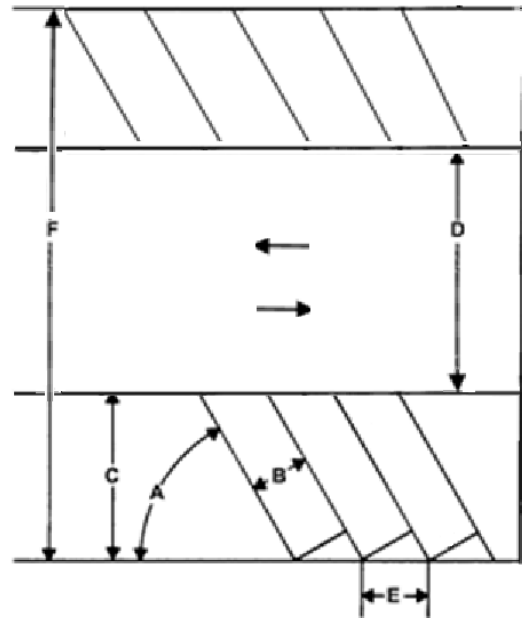
- A. Ten percent, but not fewer than 1 of the required spaces for industrial, institutional and office developments may be designated for use as carpool/vanpool parking.
- B. The carpool/vanpool spaces shall be clearly marked "Reserved – Carpool/Vanpool Only."
- C. Parking in reserved areas shall be limited to vanpools and carpools established through ride share programs by public agencies and to vehicles meeting minimum rideshare qualifications set by the employer.

**22.44.130 Off-Street Parking Area Design Standards.**

A. Off-street parking shall comply with the minimum parking space and aisle dimensions provided in Table 22.44.130: Minimum Parking Space and Aisle Dimensions, as follows:



**One-Way Parking**



**Two-Way Parking**

- A. Parking Angle
- B. Stall Width
- C. Stall Depth
- D. Drive Aisle Width
- E. Curb Length
- F. Aisle and Parking Width

**Table 22.44.130: Minimum Parking Space and Aisle Dimensions**

A Parking Angle	B Stall Width	C Stall Depth	D Drive Aisle Width		E Curb Length	F Parking Section Width	
			One-Way	Two-Way		One-Way	Two-Way
			Parallel	9 feet		9 feet	12 feet
30°	9 feet	16.5 feet	11 feet	20 feet	18 feet	44 feet	53 feet
45°	9 feet	19 feet	13 feet	20 feet	12.5 feet	51 feet	58 feet
60°	9 feet	20.5 feet	18 feet	22 feet	10.5 feet	59 feet	63 feet
90°	9 feet	18 feet	25 feet	25 feet	9 feet	61 feet	61 feet

**Table Notes:**

1. Dimensions are in feet.
2. When parking lots may have substantial traffic by trucks or other large vehicles, the zoning administrator may establish larger minimum dimensions.
3. Aisle turns must be at least 14 feet in width.

B. Aisles which do not provide direct access into a parking space shall have a minimum width of 20 feet.

C. Parking facilities shall have permanent markings showing entrances, exits, traffic direction and parking spaces, except where the zoning administrator finds such requirements are not applicable.

D. Up to 50 percent of the total number of spaces to be provided in any development may be sized to accommodate compact cars subject to the following:



1. Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight inches high, on the pavement at the base of the parking space and centered between the striping.
  2. Aisle widths and parking stall sizes shall conform to the standards set out in Table 22.44.130: Minimum Parking Space and Aisle Dimensions.
  3. The compact stalls shall be dispersed around the site.
- E. Excluding shared parking, off street parking areas shall be located within the same lot, subdivision or binding site improvement plan as the building they are required to serve.
- F. Parking facilities shall be designed so exiting vehicles are not required to back into streets, except for residential uses of less than four dwellings per lot on local access streets.
- G. Wheel stops are required in all parking areas, excluding residential driveways, to prevent vehicles from overhanging walkways, property lines or other limits of a parking area and to prevent damage to landscaping. The requirement for wheel stops may be waived and the length of the parking stall reduced by two feet if an additional two feet is added to the minimum required width for sidewalks and landscape strips.
- H. Any parking spaces abutting a required landscaped area on the driver or passenger side of the vehicle shall provide an additional 18 inches above the minimum space width requirement to provide a place to step other than in the landscaped area. The additional width shall be separated from the adjacent parking space by a parking space division stripe.
- I. The parking space depth may be reduced a maximum of two feet by the zoning administrator when vehicles overhang a walkway under the following conditions:
1. Wheelstops or curbs are installed; or
  2. The walkway is increased by two feet. The remaining walkway shall not be reduced further in width.
- J. Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of the Public Works Development Design Standards and MMC 22.42, Design Guidelines.
- K. Lighting shall be provided for safety of traffic and pedestrian circulation on the site, as required by MMC Chapter 15.15, Lighting Standards. Lighting shall be designed to minimize direct illumination of abutting properties and adjacent streets.
- L. All vehicle parking and storage for single-family detached dwellings must be in a garage, carport or on a paved surface. Any impervious surface used for vehicle parking or storage must have direct and unobstructed driveway access.
- M. Vanpool and carpool parking areas shall meet the following minimum design standards:
1. A minimum vertical clearance of 7 feet 3 inches shall be provided to accommodate van vehicles if designated vanpool/carpool parking spaces are located in a parking structure; and
  2. A minimum turning radius of 26 feet 4 inches with a minimum turning diameter (curb to curb) of 52 feet 5 inches shall be provided from parking aisles to adjacent carpool/vanpool parking spaces.
- N. Any parking stalls located in enclosed buildings must be totally within the enclosed building.
- O. The slope of access easements and tracts, and the slope of entrance and exit driveways, including driveways for detached single-family residences, shall be designed in accordance with the City of Monroe Design and Construction Manual.
- P. Parking lots shall be arranged as to permit the internal circulation of vehicles between parking aisles without reentering adjoining public streets; and
- V. ADA accessible parking shall be provided in accordance with MMC 22.44.080.

**22.44.140 Pedestrian Circulation, Access, and Design.**

The following general pedestrian design standards shall apply to all developments in Monroe. They should be reviewed together with MMC 22.42, Design Standards and other applicable chapter of this Title:

- A. All uses shall provide pedestrian access onto the site. Pedestrian access points shall be provided at all pedestrian arrival points to the development including the property lines, adjacent lots,

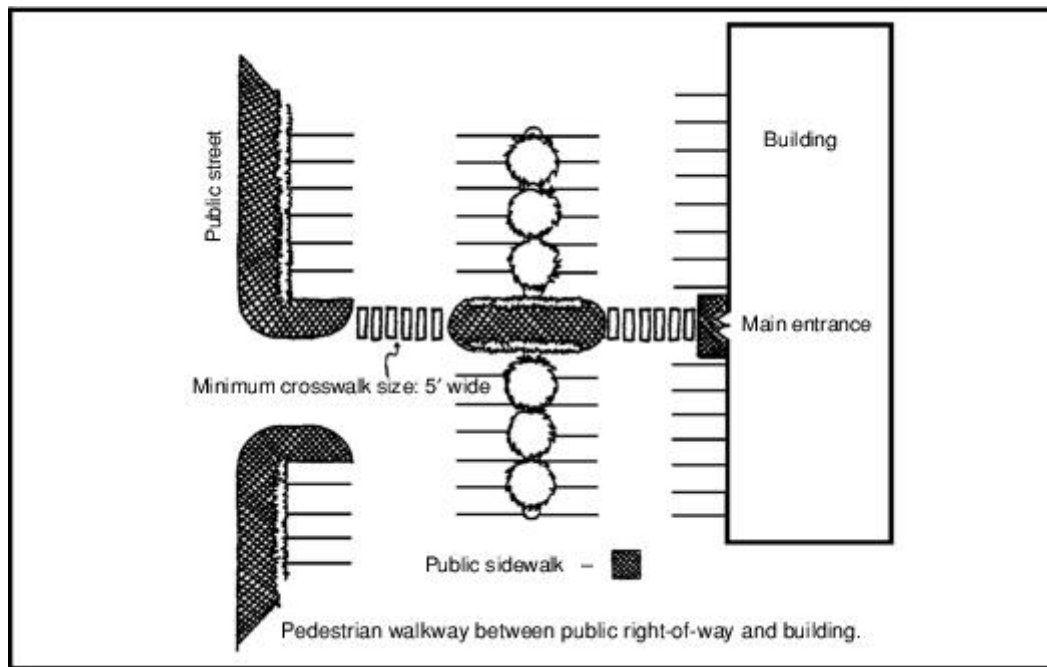
abutting street intersections, crosswalks and at transit stops. Pedestrian access shall be located as follows:

1. Access points at property edges and to adjacent lots shall be coordinated with existing development to provide circulation patterns between developments.
2. Residential developments shall provide links between cul-de-sacs or groups of buildings to allow pedestrian access from within the development and from adjacent developments to activity centers, parks, common tracts, open spaces, schools or other public facilities, transit stops and public streets.

B. Pedestrian walkways shall form an on-site circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. Pedestrian walkways shall be provided when the pedestrian access point or any parking space is more than 75 feet from the building entrance or principal on-site destination and as follows:

1. All developments which contain more than one building shall provide walkways between the principal entrances of the buildings.
2. All nonresidential buildings within the same development and set back more than 100 feet from the public right-of-way shall install pedestrian walkways through parking areas and parking garages, as shown below in Figure 22.44.140: Pedestrian Walkways in Parking Areas:

**Figure 22.44.140: Pedestrian Walkways in Parking Areas**



- C. Pedestrian access and walkways shall meet the following minimum design standards:
1. Access and walkways shall be well lit and physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic.
  2. Access and walkways shall have a minimum of 60 inches of unobstructed width and meet the surfacing standards of the Monroe road standards for walkways or sidewalks.
  3. Access shall be usable by mobility impaired persons and shall be designed and constructed to be easily located by the sight impaired pedestrian by either grade change, texture or other equivalent means.
  4. A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles.
  5. Wherever walkways are provided, raised crosswalks or speed bumps shall be located at all points where a walkway crosses the lane of vehicle travel.

D. Blocks in excess of 600 feet shall be provided with a crosswalk at the approximate midpoint of the block, or as the Public Works Director determines to be appropriate.

E. Compliance with MMC 22.42, Design Guidelines, for parking lot design, circulation, landscaping, and other applicable design standards.

**22.44.150 Off-Street Parking Construction Standards.**

A. Low impact development best management practices shall be used for parking lot design and construction, unless site and soil conditions make low impact development infeasible as determined by the stormwater management administrator. Low impact development best management practices shall be designed and constructed in accordance with the Puget Sound Partnership Low Impact Development Technical Guidance Manual for Puget Sound (December 2012), or as amended, and approved by the stormwater management administrator.

B. In the event low impact development is infeasible, off-street parking areas shall be asphalt cement pavement (ACP) or Portland Cement Concrete (PCC). Typical approved sections are illustrated in the City of Monroe Design and Construction Manual. Parking areas may be paved or constructed with other surfaces as approved by the Public Works Director.

**22.44.160 Internal Circulation Road Standards.**

Internal access roads to off-street parking areas shall conform with the surfacing and design requirements for private commercial roads set in the City of Monroe Design and Construction Manual.